

COMMONWEALTH OF KENTUCKY  
BEFORE THE PUBLIC SERVICE COMMISSION

In the Matter of:

SOUTH CENTRAL BELL TELEPHONE COMPANY	)	
	)	
<hr style="width:50%; margin-left:0"/>	)	CASE NO. 89-129
	)	
ALLEGED FAILURE TO COMPLY	)	
WITH COMMISSION REGULATIONS	)	

O R D E R

South Central Bell Telephone Company ("SCB"), which engages in the transmission over wire of messages by telephone for the public, is a utility under the jurisdiction of this Commission.

KRS 278.280(2) directs the Commission to prescribe rules for the performance of services by a utility. Commission Regulation 807 KAR 5:061, Section 2, requires utilities engaged in the transmission over wire of messages by telephone to maintain their plant and facilities in accordance with the standards of the National Electric Safety Code (1981 edition).

On April 5, 1989, the Commission Staff submitted to the Commission a Utility Accident Investigation Report attached hereto as Appendix A, which states that:

1. On March 17, 1989, in the 400 block of North 25th Street in Louisville, Kentucky, Elizabeth Sachleben was struck by a telephone service drop, which is owned and maintained by SCB, and was seriously injured. Shortly before Ms. Sachleben was struck, a large truck travelling on North 25th Street struck the telephone

service drop and pulled it from its mounting. An automobile travelling south on 25th Street then struck the lowered service drop, causing it to snap and strike Ms. Sachleben.

2. At the time of the accident, the telephone service drop failed to meet the minimum vertical clearance standards for above ground wires and conductors as established by National Electric Safety Code Rule 232A.

3. When SCB repaired and reinstalled the telephone service drop, its installation failed to comply with the minimum vertical clearance standards of National Electric Safety Code Rule 232A. The telephone service drop still fails to meet these standards.

4. SCB violated, and continues to violate, Commission Regulation 807 KAR 5:061, Section 2, by failing to comply with the standards of the National Electric Safety Code.

WHEREFORE, the Commission, on its own motion, hereby ORDERS that:

1. SCB shall submit to the Commission a written response to the allegations contained in the Utility Accident Investigation Report within 20 days of the date of this Order. SCB shall include in its response a detailed report of its efforts to ensure that all telephone service drops within its system comply with the minimum vertical clearance standards of the National Electric Safety Code.

2. SCB shall appear at an informal conference on July 19, 1989, at 10:00 a.m., Eastern Daylight Time, in the Commission's offices at Frankfort, Kentucky, for the purposes of discussing the incident which is the subject of the Utility Accident Investigation Report, specifically the alleged violation of 807 KAR 5:061,

Section 2, and whether SCB should be subject to the penalties of KRS 278.990 for its failure to comply with Commission regulations. Failing a resolution of this matter, SCB may request a hearing.

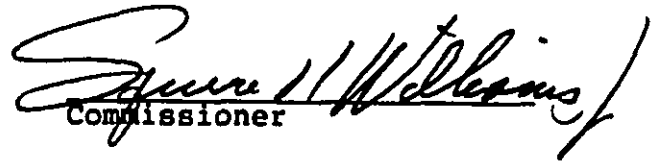
3. The Utility Accident Investigation Report dated April 5, 1989 is hereby made a part of the record of this case.

Done at Frankfort, Kentucky, this 25th day of May, 1989.

PUBLIC SERVICE COMMISSION

  
Chairman

  
Vice Chairman

  
Commissioner

ATTEST:

\_\_\_\_\_  
Executive Director

M E M O R A N D U M

TO: Claude G. Rhorer, Jr., Director *CR*  
Division of Engineering and Services

THRU: J. Wayne Bates, Manager *KB*  
Communications and Electric Branch

FROM: James R. Johnson *JRJ*  
Utility Investigator, Sr.  
Communications Branch

DATE: April 5, 1989

SUBJECT: Accident Report--South Central Bell

Attached please find the report of the March 17, 1989, accident in which Ms. Elizabeth Sachleben was injured.

JRJ:jsb

Attachments: 1. Accident Report  
2. SCB Report  
3. Louisville Police Department Reports  
4. Copy N.E.S.C. Table 232-1  
5. Photographs

**UTILITY ACCIDENT INVESTIGATION**

DATE OF THIS REPORT April 5, 1989 SUBMITTED BY James R. Johnson

NAME OF UTILITY South Central Bell

ACCIDENT REPORTED BY Beth Ice

DATE & TIME UTILITY LEARNED OF ACCIDENT March 17, 1989 4:00 P.M.

DATE & TIME ACCIDENT REPORTED March 18, 1989 10:00 A.M.

DATE AND TIME ACCIDENT OCCURRED March 17, 1989 approximately 2:00 P.M.

DATE OF ACCIDENT INVESTIGATION March 30, 1989

DATE SUMMARY WRITTEN REPORT WAS RECEIVED FROM UTILITY March 24, 1989

PERSONS ASSISTING IN THE INVESTIGATION Beth Ice, Arvin Jeffers and  
Richard Paris (SCB).

NAME OF VICTIM(S) 1. Ms. Elizabeth Sachleben SEX F AGE 82

FATAL No NAME OF EMPLOYER: None

INJURIES Broken leg, head lacerations and possible broken collar  
bone.

2. \_\_\_\_\_ SEX \_\_\_\_\_ AGE \_\_\_\_\_

FATAL \_\_\_\_\_ NAME OF EMPLOYER: \_\_\_\_\_

INJURIES \_\_\_\_\_

3. \_\_\_\_\_ SEX \_\_\_\_\_ AGE \_\_\_\_\_

FATAL \_\_\_\_\_ NAME OF EMPLOYER: \_\_\_\_\_

INJURIES \_\_\_\_\_

**UTILITY ACCIDENT INVESTIGATION (Continued)**

**LOCATION OF ACCIDENT SITE** 422 N. 25th Street, Louisville, Kentucky.

**DESCRIPTION OF ACCIDENT** A large unknown truck hit dropwire crossing N. 25th Street pulling it away from 422 N. 25th Street. Ms. Sachleben came out of her house to see what happened. An unknown car traveling south hit the low dropwire causing it to strike Ms. Ruby Pauline Nixon and Ms. Sachleben pulling Ms. Sachleben to the ground causing her to strike the retaining wall along the sidewalk and her driveway. See photograph No. 4.

**SOURCE OF INFORMATION** Mr. Richard C. Paris, SCB Security Department and Mr. Arvin Jeffries Mgr. Installation and Maintenance.

**VIOLATIONS OF COMMISSION REGULATIONS** Yes, 807 KAR 5:061, Section 2(1), in that South Central Bell's dropwire to 422 N. 25th Street did not meet National Electric Safety Code (1981 Edition, Table 232-1). Attachment point on house measured 16 ft. 7 in. See photo No. 1. Midspan attachment point measured 15 ft. 2 in. See photo No. 3. Minimum N.E.S.C. requirements, 18 ft. center of road; 16 ft. at side of the road. Also the telephone dropwire had to pass under the electric service drop to 424 N. 25th Street which measured 16 ft. 2 in. at side of the street. Normal SCB practice call for a minimum 12 in. clearance between electric and telephone drops. Therefore, the height of the dropwire in front of 422 N. 25th Street could not have been higher than 15 ft. 2 in. at the curb nor higher than 15 ft. 2 in. in the center of the street.

**RECOMMENDATIONS** It is recommended that South Central Bell rework the existing drop to 422 N. 25th Street to bring it into compliance with the N.E.S.C. requirement of 18 ft. Also, it is recommended the Commission consider action pursuant to KRS 278.990.

**CORRECTIVE ACTION** Drop repaired March 17, 1989. March 30, 1989, measurements of repaired drop Westside curb 16 ft. 7 in. Center of N. 25th Street. 17 ft. 4 in.

# LINE CLEARANCES

	<u>As Measured</u>	<u>Minimum Allowed by NESC</u>
<b>A. AT POINT OF ACCIDENT</b>		
Phase conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Neutral conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Communication conductor to ground elevation:	<u>Unknown</u>	<u>18 ft.</u>
Phase conductor to structure:	<u>N/A</u>	<u>N/A</u>
Neutral conductor to structure:	<u>N/A</u>	<u>N/A</u>
Communication conductor to structure:	<u>N/A</u>	<u>N/A</u>
<b>B. AT LOWEST POINT OF SPAN</b>		
Phase conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Neutral conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Communication conductor to ground elevation:	<u>Unknown</u>	<u>18 ft.</u>

**C. SPAN LENGTH** Approximately 55 ft.

Date the line or facilities were constructed: Drop re-routed 2/2/89

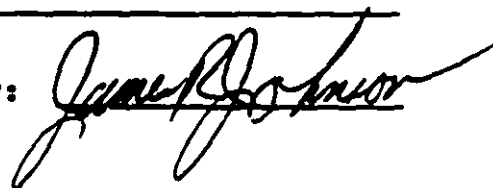
Utility: South Central Bell Telephone Company

Date: March 30, 1989 Time 10:45 A.M.

Approximate temperature: 65 degrees

Measurements made by: James R. Johnson

Submitted by:





(SOUTH CENTRAL BELL REPORT)  
PUBLIC SERVICE COMMISSION  
REPORTING OF ACCIDENTS  
INVOLVING DEATH, SERIOUS INJURY OR  
MAJOR SERVICE DISRUPTION  
-----

Date: March 17, 1989 Time: approximately 2:00 p.m.  
Location of Accident: 422 N. 25th Street Louisville, KY **RECEIVED**

Employee(s) Name: \_\_\_\_\_  
(or)  
Non-employee(s) Name: Elizabeth Sachleben  
Age: 82

Residence Address: 422 N. 25th Street Louisville, KY

Nature of Injury & Accident: broken leg, head laceration and possible broken  
collar bone

Nature of Property Damage & Accident: large truck hit and pulled drop wire from  
protector on house

Effect on Normal Service: -

Information Received From: Richard Paris 3/18/89 9:30 a.m.  
(Name) (Date) (Time)

Notify During Working Hours:

J. A. McCabe - 582-8316; C. C. Braswell - 582-8415

After Hours:

J. A. McCabe - 426-5522; C. C. Braswell - 456-5777

-----  
-- Mr. Braswell's office then promptly notifies PSC --

Notify PSC, 8:00 a.m. - 4:30 p.m., Monday - Friday

Jim Johnson - 1-564-7473, Wayne Bates - 1-564-7446, Mr. Skaggs - 1-564-2473

After Hours:

Jim Johnson - 1-223-0368, Wayne Bates - 1-606-873-9871, Mr. Skaggs - 1-606-278-9200

NOTIFIED: Jim Johnson 3/18/89 approx. 10:00 a.m.  
(Name) (Date) (Time)



## UNIFORM POLICE TRAFFIC ACCIDENT REPORT

LOCAL CODE

54009371

AGENCY ID NO

MASTER FILE NO

INVESTIGATING AGENCY

CALLED

MAILED

INVESTIGATION COMPLETE

H. &amp; R.

DAY

MILITARY TIME

MO

DAY

YEAR

TRAFFICWAY NO OR NAME

422 N 25TH ST

MILES

N

E

W

S

TOWN

COUNTY

INTERSECTION

BETWEEN STREETS

ONE WAY

YES

NO

RAMP

YES

FROM

TO

FT.

N

E

W

S

MILE POST

SPEED LIMIT

25

UNIT 1 X

REMOVED TO

NO OCCUPANTS

UNIT 2 P

REMOVED TO

NO OCCUPANTS

OPERATOR'S LIC. NO.

STATE

RESTRICTION

CODE

COMPLIANCE

OPERATOR'S LIC. NO.

STATE

RESTRICTION

CODE

COMPLIANCE

OPERATOR - LAST NAME

FIRST

M.I.

DATE OF BIRTH

OPERATOR - LAST NAME

FIRST

M.I.

DATE OF BIRTH

STREET NO. &amp; NAME

CODE

STREET NO. &amp; NAME

CODE

CITY

STATE

ZIP CODE

CITY

STATE

ZIP CODE

OWNER - LAST NAME

FIRST

OWNER - LAST NAME

FIRST

OWNER - ADDRESS

OWNER - ADDRESS

MOTOR CARRIER NAME &amp; ADDRESS

MOTOR CARRIER NAME &amp; ADDRESS

VEH. PL. MAKE

MODEL

TYPE

STATE

REGISTRATION NO.

YEAR

VEH. PL. MAKE

MODEL

TYPE

STATE

REGISTRATION NO.

YEAR

VEH. REG. CO.

ADDRESS

VEH. REG. CO.

ADDRESS

PNE

YES

NO

OVERTURNED

YES

NO

EST. TRAVEL SPEED

BETWEEN

AND

SUBCOMPACT

FULL SIZE

COMPACT

INTERMEDIATE

PNE

YES

NO

OVERTURNED

YES

NO

EST. TRAVEL SPEED

BETWEEN

AND

SUBCOMPACT

FULL SIZE

COMPACT

INTERMEDIATE

PNE

YES

NO

OVERTURNED

YES

NO

EST. TRAVEL SPEED

BETWEEN

AND

SUBCOMPACT

FULL SIZE

COMPACT

INTERMEDIATE

VEH. ID NUMBER

VEH. ID NUMBER

HAZARDOUS YES

NO

CARGO

CODE

TYPE

CARGO

NUMBER OF

TRAILERS

HAZARDOUS YES

NO

CARGO

CODE

TYPE

CARGO

NUMBER OF

TRAILERS

TRUCK LENGTH

FT.

IN.

WIDTH

FT.

IN.

SINGLE UNIT

COMBINATION

NO.

AXLES

TRUCK LENGTH

FT.

IN.

WIDTH

FT.

IN.

SINGLE UNIT

COMBINATION

NO.

AXLES

DAMAGE TO TRUCK NO. 1

OTHER PROP

NO DAMAGE

MINOR

MODERATE

SEVERE

DAMAGE TO TRUCK NO. 2

OTHER PROP

NO DAMAGE

MINOR

MODERATE

SEVERE

DAMAGE TO TRUCK NO. 3

OTHER PROP

NO DAMAGE

MINOR

MODERATE

SEVERE

DAMAGE TO TRUCK NO. 4

OTHER PROP

NO DAMAGE

MINOR

MODERATE

SEVERE

INDICATE NORTH BY ARROW

ACCIDENT DESCRIPTION

(2228)

PROPERTY DAMAGE OTHER THAN VEHICLE

Telle Phone with

OWNER'S ADDRESS

So. Central Rail 700 N. MUHAMMAD ALI

DATE NOTIFIED

DATE ARRIVED

DATE TIME AT HOSPITAL

SET AND GIVEN BY:

E.M.S.

PLACED OR RECEIVED REPORT BY

Med 17

REPORTED TO

University

CITY

YES

OPER. #1

OPER. #2

PNE

TYPE

BREAK

CODE

TEST

TYPE

BREAK

CODE

TEST

TYPE

BREAK

RESULTS

TYPE

BREAK

CODE

TEST

TYPE

BREAK

CODE

TEST

DRIVER WITH OTHER PASSENGERS

ADDRESS

IF INJURED - DATE/TIME

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

S. AGG. LEAD BETTY 422 N 25TH

2

9

1

FEL

92

P

DISPOSAL

ACTION

#1

#2

CRIMINAL OR CASE NO

CASE NUMBER

OFFENSE

PHOTOGRAPHED

UNIT NO

YES

NO

INVESTIGATOR

LAB. NO.

DATE OF POST. OR.

TIME REPORTED

TIME ARRIVED

SCENE CLEARED

REVIEWED BY

PAGE OF PAGES



## UNIFORM POLICE TRAFFIC ACCIDENT REPORT

LOCAL CODE

87609330

AGENCY ID NO.

MASTER FILE NO.

INVESTIGATING AGENCY

CALLED

BLANK

INVESTIGATION

H. &amp; R.

DAY

MILITARY TIME

MO.

DAY

YEAR

TRANSPORTATION NO. OR NAME

MILES

IN

E

IN

TOWN

COUNTY

INTERSECTION

BETWEEN STREETS

ONE WAY

YES

NO

RAMP

YES

NO

FROM

TO

FT.

MI.

N

E

MILE POST

SPEED LIMIT

UNIT 1 X

REMOVED TO

NO BODY

UNIT 2

REMOVED TO

NO BODY

OPERATOR'S LIC. NO.

STATE

RESTRICTION

NON-RESTRICTION

CODE

COMPLIANCE

YES

NO

OPERATOR'S LIC. NO.

STATE

RESTRICTION

NON-RESTRICTION

CODE

COMPLIANCE

YES

NO

OPERATOR-LAST NAME

FIRST

M.I.

DATE OF BIRTH

OPERATOR-LAST NAME

FIRST

M.I.

DATE OF BIRTH

STREET NO. &amp; NAME

CODE

STREET NO. &amp; NAME

CODE

CITY

STATE

ZIP CODE

CITY

STATE

ZIP CODE

OWNER-LAST NAME

FIRST

OWNER-LAST NAME

FIRST

OWNER-ADDRESS

OWNER-ADDRESS

MOTOR CARRIER NAME &amp; ADDRESS

MOTOR CARRIER NAME &amp; ADDRESS

VIN NO.

MAKE

MODEL

TYPE

STATE

REGISTRATION NO.

YEAR

VIN NO.

MAKE

MODEL

TYPE

STATE

REGISTRATION NO.

YEAR

VIN REG. CO.

ADDRESS

VIN REG. CO.

ADDRESS

FIRE

YES

NO

OVERTURNED

YES

NO

EST. TRAVEL SPEED

BETWEEN

AND

SUBCOMPACT

FULL SIZE

COMPACT

INTERMEDIATE

FIRE

YES

NO

OVERTURNED

YES

NO

EST. TRAVEL SPEED

BETWEEN

AND

SUBCOMPACT

FULL SIZE

COMPACT

INTERMEDIATE

VIN ID NUMBER

VIN ID NUMBER

HAZARDOUS YES

NO

CARGO

CODE

TYPE

CARGO

NUMBER OF

TRAILERS

HAZARDOUS YES

NO

CARGO

CODE

TYPE

CARGO

NUMBER OF

TRAILERS

TRUCK LENGTH

FEET

IN

WIDTH

FEET

IN

SINGLE UNIT

COMBINATION

NO

AXLES

TRUCK LENGTH

FEET

IN

WIDTH

FEET

IN

SINGLE UNIT

COMBINATION

NO

AXLES

DAMAGE TO TRUCK NO. 1

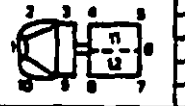
DAMAGE TO TRUCK NO. 1

DAMAGE TO TRUCK NO. 2

DAMAGE TO TRUCK NO. 2



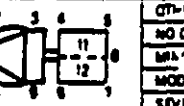
OTHER PROP.	1
NO DAMAGE	2
MINOR	3
MODERATE	4
SEVERE	5



OTHER PROP.	1
NO DAMAGE	2
MINOR	3
MODERATE	4
SEVERE	5



OTHER PROP.	1
NO DAMAGE	2
MINOR	3
MODERATE	4
SEVERE	5



OTHER PROP.	1
NO DAMAGE	2
MINOR	3
MODERATE	4
SEVERE	5

INDICATE NORTH BY ARROW

ACCIDENT DESCRIPTION

# 4-30-Telephone

(2227)

PROPERTY DAMAGE-OTHER THAN VEHICLES

Telephone wire

CONNECTIONS

Sacramento Bell 300 W. Mulholland

ONE NOTIFIED

TIME

ONE APPROVED

TIME

ONE TIME AT

SET AND GIVEN BY

PLACED OR RECEIVED BY

REMOVED TO

CITY

YES

OVERTURNED

YES

NO

FIRE

YES

NO

TYPE

SEVERE

MODERATE

MINOR

NO DAMAGE

OTHER

YES

NO

TAKEN BY

SENT TO

RESULTS

DRIVER/OTHER PERSONS INVOLVED

ADDRESS

IF RECEIVED - DATE/TIME

20

21

22

23

24

25

26

27

28

29

30

DISPOSAL

ACTION

YES

NO

CERTIFICATION OR CASE NO.

CASE NUMBER

OFFICER

PHOTOGRAPH

YES

NO

INVESTIGATOR

J. J. O'D

L.S. NO.

2350

DATE OF FIRST

1440

TIME REPORTED

1450

SCENE CLEARED

1460

REVIEWED BY

2350

PAGE OF PAGES

1/1

Footnotes for Table 232-1.

① Where subways, tunnels, or bridges require it, less clearances above ground or rails than required by Table 232-1 may be used locally. The trolley and electrified railroad contact conductor should be graded very gradually from the regular construction down to the reduced elevation.

② For wire, conductors, or cables crossing over mine, logging, and similar railways which handle only cars lower than standard freight cars, the clearance may be reduced by an amount equal to the difference in height between the highest loaded car handled and 20 ft, but the clearances shall not be reduced below that required for street crossings.

③ These clearances may be reduced to 25 ft where paralleled by trolley-contact conductor on the same street or highway.

④ In communities where 21 ft has been established, this clearance may be continued if carefully maintained. The elevation of the contact conductor should be the same in the crossing and next adjacent spans. (See Rule 230D2 for conditions which must be met where uniform height above rail is impractical.)

⑤ In communities where 16 ft has been established for trolley and electrified railroad contact conductors 0 to 750 V to ground, or 18 ft for trolley and electrified railroad contact conductors exceeding 750 V, or

where local conditions make it impractical to obtain the clearance given in the table, these reduced clearances may be used if carefully maintained.

⑥ If a communication service drop or a guy, which is effectively grounded or is insulated against the highest voltage to which it is exposed, up to 3.7 kV, crosses residential streets and roads, the clearance may be reduced to 16 ft at the side of the traveled way, provided the clearance at the center of the traveled way is at least 18 ft. This reduction in clearance does not apply to arterial streets and highways which are primarily for through traffic, usually on a continuous route.

⑦ This clearance may be reduced to the following values:

- |   |      |
|---|------|
| (a) For insulated communication conductors and communication cables | feet |
| (b) For conductors of other communication circuits                  | 8    |
| (c) For guys  | 10   |
| (d) For supply cables meeting Rule 230C1                            | 8    |
|   | 10   |

Footnotes for Table 232-1  
Continued on pages 145-146

⑧ This clearance may be reduced to the following values:

- |   |      |
|---|------|
| (a) Supply conductors limited to 300 V to ground if more than 25 ft measured in any direction from a swimming pool, swimming area, or diving platform     | feet |
| (b) Drip loops of supply conductors limited to 150 V to ground and meeting Rules 230C2 or 230C3 and located at the electric service entrance to buildings | 12   |
|   | 10   |

⑨ Spaces and ways accessible to pedestrians only are areas where vehicular traffic is not normally encountered or not reasonably anticipated.

⑩ Where a supply or communication line along a road is located relative to fences, ditches, embankments, etc., so that the ground under the line would not be expected to be traveled except by pedestrians, this clearance may be reduced to the following values:

- |   |      |
|---|------|
| (a) Insulated communication conductor and communication cables  | feet |
| (b) Conductors of other communication circuits  | 8    |
| (c) Supply cables of any voltage meeting Rule 230C1 and supply cables limited to 150 V to ground meeting Rules 230C2 or 230C3 | 10   |

- |  |    |
|--|----|
| (d) Supply conductors limited to 300 V to ground | 12 |
| (e) Guys   | 8  |

⑪ No clearance from ground is required for anchor guys not crossing track rails, streets, driveways, roads, or pathways.

⑫ This clearance may be reduced to 18 ft for communication conductors.

⑬ Where communication wires or cables or supply cables meeting Rule 230C1 cross over or run along alleys, driveways, or parking lots, this clearance may be reduced to 16 ft for spans limited to 150 ft.

⑭ Where supply circuits of 600 V or less, with transmitted power of 5000 W or less, are run along (or otherwise guarded) private rights-of-way in accordance with the provisions specified in Rule 230B2, this clearance may be reduced to 10 ft.

⑮ This value may be reduced to 25 ft for guys, for cables carried on messengers, and for supply cables meeting Rule 230C1. This value may be reduced to 25 ft for conductors effectively grounded throughout their length and associated with supply circuits of 0 to 25 kV, only if such conductors are stranded, are of corrosion-resistant material, and conform to the strength and tension requirements for messengers given in Rule 241L.

(Continued on page 146)

**Table 232-1. Minimum Vertical Clearance of Wires, Conductors, and Cables Above Ground, Rails, or Water**  
(Voltages are phase to ground for effectively grounded circuits and those other circuits where all ground faults are cleared by promptly de-energizing the faulted section, both initially and following subsequent breaker operations. See the definition section for voltages of other systems.)

Nature of surface under neath wires, conductors, or cables	Communication conductors and cables, guys, messengers, surge protection wires, neutral conductors meet- ing Rule 230E1, and supply cables meeting Rule 230 C1 (1) (ft)	Supply line conductors, street lighting conductors, and service drops				Trolley and elec- trified railroad contact conductors and associated span or messenger wires (1)	
		Open supply line conductors 0 to 750 V. Supply cables of all voltages meeting Rule 230C2 or 230C3 (ft)	Open supply line conductors		0 to 750 V to ground (ft)	750 V to 50 kV to ground (ft)	
			750 V to 15 kV (ft)	15 to 50 kV (ft)			
Where wires, conductors, or cables cross over or overhang							
1. Track rails of railroads (except electrified railroads using over-head trolley conductors) (1) (2) (3)	(1) (2) 27	(2) 27	(2) 28	30	(1) 22	(2) 25	
2. Roads, streets, alleys; nonresidential driveways, parking lots, and other areas subject to truck traffic (1) (2)	(1) (2) 18	18	20	22	(1) 18	(2) 20	
3. Residential driveways; commercial areas not subject to truck traffic (1) (2)	(1) (2) 10	(1) 15	20	22	(1) 18	(2) 20	
4. Other land traversed by vehicles such as cultivated, grazing, forest, orchard, etc	(1) 18	18	(2) 20	22	—	—	
5. Spaces or ways accessible to pedestrians only (1)	(1) 15	(1) (2) 15	15	17	18	(2) 20	
6. Water areas not suitable for sail- boating or where sailboating is prohibited (1)	15	15	17	17	—	—	
7. Water areas suitable for sailboating including lakes, ponds, reservoirs, tidal waters, rivers, streams, and canals with an unobstructed surface area of: (1) (2) (3)							
(a) Less than 20 acres	18	18	20	22	—	—	
(b) 20 to 200 acres	28	28	28	30	—	—	
(c) 200 to 2000 acres	32	32	34	36	—	—	
(d) Over 2000 acres	38	38	40	42	—	—	
8. Public or private land and water areas posted for rigging or launching sailboats		Clearance above ground shall be 5 ft greater than in 7 above, for the type of water areas served by the launching site					
Where wires, conductors, or cables run along and within the limits of highways or other road rights-of-way but do not overhang the roadway							
9. Roads, streets, or alleys in urban districts	(1) (2) 18	18	20	22	(1) 18	(2) 20	
10. Roads in rural districts where it is unlikely that vehicles will be crossing under the line	(1) (2) 14	(1) 15	18	20	(1) 18	(2) 20	

(Footnotes for Table 232-1 on pages 144-146)

# Photo Mounting Sheet

9043 SC  
5-881

Claimant/Responsible Party

UNKNOWN

Investigator

Richard C. Peis

Claim No.

9K-2001

Film

☐ Polaroid

☒ Negative

35mm

Date Taken

MARCH 17, 1989



Picture Number

#1

Description



Picture Number

#2

Description

# Photo Mounting Sheet

Claimant Responsible Party

Investigator

Claim No.

Date Taken

Picture Negative



Picture Number

23

Description



Picture Number

24

Description

# Photo Mounting Sheet

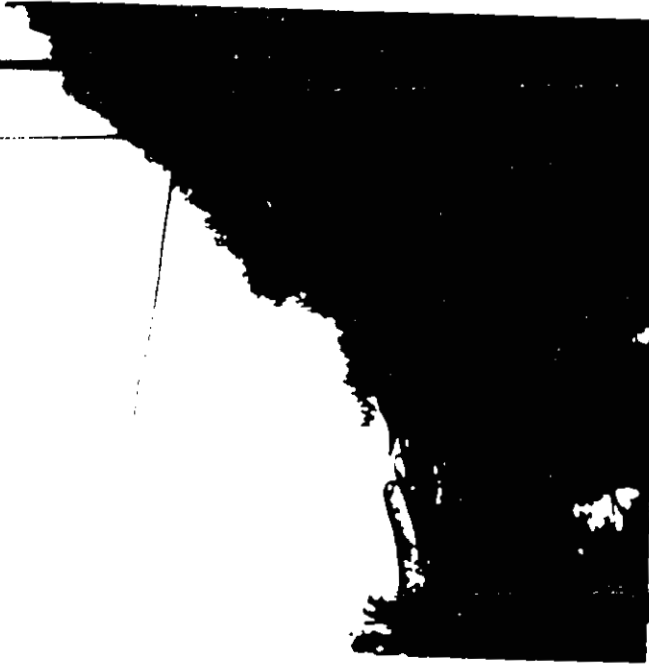
Almanac Responsible Party

Investigator

Claim No

Date Taken

2-4-11 Negative



Picture Number

25

Description

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Picture Number

26

Description

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# Photo Mounting Sheet

Insured/Responsible Party

Investigator

Claim No.

City

State

Negative

Date Taken



Picture Number

#7

Description



Picture Number

#8

Description

# Photo Mounting Sheet

Permanent Responsible Party

Investigator

Claim No.

Date Taken

File #

Negative



Picture Number

#9

Description



Picture Number

#10

Description

# Photo Mounting Sheet

Claimant Responsible Party

Investigator

Claim No

Date Taken

Picture

Negative



Picture Number

# 1

Description



Picture Number

# 2

Description

# Photo Mounting Sheet

10-1-78

Almanac Response Party

Investigator

Claim No.

Date Taken

Picture

Negative



Picture Number

# 43

Description



Picture Number

# 44

Description